

**PRICE, HENEVELD, COOPER, DeWITT & LITTON**

ATTORNEYS AT LAW

PATENT, TRADEMARK &amp; COPYRIGHT CAUSES

695 KENMOOR S.E.

P.O. BOX 2567

GRAND RAPIDS, MICHIGAN 49501

TELEPHONE (616) 949-9610

FAX (616) 957-8198

www.priceheneveld.com

RANDALL G. LITTON  
JAMES A. MITCHELL  
HAROLD W. REICK  
CARL S. CLARK  
DANIEL L. GIRDWOOD  
TERRY S. CALLAGHAN  
DOUGLAS H. SIEGEL  
KEVIN T. GRZELAK  
GUNTHER J. EVANINA  
STEVEN L. UNDERWOOD

OF COUNSEL

RICHARD C. COOPER  
WILLIAM W. DeWITT

EUGENE J. RATH III  
JEFFREY S. KAPTEYN  
TODD A. VAN THOMME  
BRIAN E. AINSWORTH  
MICHAEL R. LONG  
MARCUS P. DOLCE  
MATTHEW J. GIPSON  
RICHENA Y. BROWN  
CHAD J. WIEGAND  
JOSEPH A. PAPARELLA

PETER P. PRICE  
(1918-2000)

LLOYD A. HENEVELD  
(1925-2000)

THOMAS M. MCKINLEY  
(1947-1994)

## FACSIMILE TRANSMISSION SHEET

NUMBER OF PAGES: 18  
(INCLUDING THIS PAGE)

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To: USPTO

FAX PHONE: 703/305-7658

RE: Application No. 10/063,951

FROM: Marcus Dolce

DATE: May 2, 2003

CONFIRMATION COPY:

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PRICE HENEVELD, COOPER  
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APR-30-2003 15:58	FROM PRICE HENEVELD	TO 170330729326	P.01
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**VIA FACSIMILE: 703-872-9326**

Atty. Docket No. 201-0700

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Art Unit	:	3661
Examiner	:	Olga Hernandez
Applicant	:	Erik Coelingh et al.
Appln. No.	:	10/063,951
Filing Date	:	May 29, 2002
Confirmation No.	:	2367
For	:	INTEGRATION OF ACTIVE ASSIST AND VEHICLE DYNAMICS CONTROL AND METHOD

Commissioner for Patents  
P.O. Box 1450  
Alexandria, Virginia 22313-1450

Dear Sir:

**CERTIFICATION OF FACSIMILE TRANSMISSION**

I hereby certify that the following papers are being transmitted by facsimile to the Patent and Trademark Office on the date shown below:

1. Claims as Amended (in duplicate, 4 pages)
2. Response (11 pages)

YOU SHOULD RECEIVE A TOTAL OF 16 PAGES.

April 30 2003  
Date

*Melanie S. Jernberg*  
Melanie S. Jernberg  
Price, Heneveld, Cooper,  
DeWitt & Litton  
695 Kenmoor, S.E.  
Post Office Box 2567  
Grand Rapids, Michigan 49501  
(616) 949-9610

Approved Item - 616 957 8196 - 04/30/03 3:53:41 PM [Eastern Daylight Time]

VIA FACSIMILE: 703-872-9326

Atty. Docket No. 201-0700

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Art Unit : 3661  
Examiner : Olga Hernandez  
Applicant : Erik Coelingh et al.  
Appln. No. : 10/063,951  
Filing Date : May 29, 2002  
Confirmation No. : 2367  
For : INTEGRATION OF ACTIVE ASSIST AND VEHICLE  
DYNAMICS CONTROL AND METHOD

Commissioner for Patents  
P.O. Box 1450  
Alexandria, Virginia 22313-1450

Dear Sir:

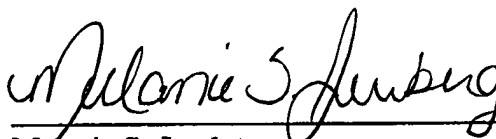
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Commissioner for Patents  
P.O. Box 1450  
Alexandria, Virginia 22313-1450

**Dear Sir:**

Transmitted herewith is a response to the Office Action mailed January 31, 2003 in the above-identified application.

Any fee for additional claims has been calculated as shown below:

## CLAIMS AS AMENDED

	Col. 1		Col. 2	Col. 3	Small Entity		Other Than A Small Entity	
	Claims Remaining After Amendment		Highest No. Previously Paid For	Present Extra	Rate	Add'l Fee	Rate	Add'l Fee
Total Claims	*20	Minus	**20	=0	x \$9	\$	x \$ 18	\$0
Independent Claims	*2	Minus	***3	=0	x \$42	\$	x \$ 84	\$0
First Presentation of Multiple Dependent Claims \$140						\$	x \$280	\$0
TOTAL ADDITIONAL FEE FOR THIS AMENDMENT						\$		\$0

Applicant : Erik Coelingh et al.  
Appln. No. : 10/063,951  
Page : 2

1. ☐ Small entity status of this application 37 CFR §§1.9 and 1.27 has been established by a verified statement previously submitted or is enclosed.
2. ☒ No additional fee is required.
3. ☐ A check in the amount of \$\_\_\_\_\_ is attached.
4. ☒ Please charge any additional fees or credit overpayment to Deposit Account No. 06 1510. A duplicate copy of this sheet is attached.

PRICE, HENEVELD, COOPER,  
DEWITT & LITTON

4.130103  
Date

Marcus P. Dolce  
Marcus P. Dolce  
Registration No. 46 073  
695 Kenmoor, S.E.  
Post Office Box 2567  
Grand Rapids, Michigan 49501  
(616) 949-9610

MPD/msj

Atty. Docket No. 201-0700

## IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Art Unit : 3661  
Examiner : Olga Hernandez  
Applicant : Erik Coelingh et al.  
Appln. No. : 10/063,951  
Filing Date : May 29, 2002  
Confirmation No. : 2367  
For : INTEGRATION OF ACTIVE ASSIST AND VEHICLE  
DYNAMICS CONTROL AND METHOD

Commissioner for Patents  
P.O. Box 1450  
Alexandria, Virginia 22313-1450

Dear Sir:

RESPONSE

This is in response to the Office Action mailed January 31, 2003 in the above-identified patent application.

In the Claims:

Please amend claims 1 and 11 as follows.

1. (Amended) A method of controlling a vehicle comprising:
- providing a driver subsystem and an active assist subsystem;
  - receiving at least one driver input into the driver subsystem from a driver of the vehicle;
  - outputting a driver output from the driver subsystem to the active assist subsystem, the driver output being derived from the at least one driver input;
  - providing at least one active assist program having at least one active input, the at least one active assist program having an on setting wherein the at least one active assist program outputs at least one active input and an off setting wherein the at least one active assist program does not output at least one active input;
  - providing a vehicle control and implementation subsystem; and
  - inputting an intended driving demand from the active assist program into the vehicle control and implementation subsystem;